

File 29

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

CONFIDENTIAL

25X1

COUNTRY	USSR (Kirghiz SSR)	REPORT	
SUBJECT	Urban Area of Frunze	DATE DISTR.	13 August 1954
DATE OF INFO.		NO. OF PAGES	14
PLACE ACQUIRED		REQUIREMENT NO.	RD 25X1
		REFERENCES	
			25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

25X1

2. On page 3, point 11, read Vsesoyuznyy Leninskiy Kommunisticheskiy Soyuz Molodezhi for Vsesoyuzhiy Leninskiy Komsomolskiy Soyuz.
- On page 3, point 18, Lebedinovka should read Lebedinka.
- On page 4, point 21, Pyenko-Dzhootovaya Fabrika should read Penko-Dzhytovaya Fabrika.
- On page 4, point 25, Avto-Dorozhniy should read Avto-Dorozhnyy.
- On page 4, point 26, Iyekras-Tryest should possibly read Lekars-Trest from the Russian word lekarstvennyy (medicinal).
- On page 4, point 28, Voyenniy should read Voyenny.
- On page 5, point 30, Novo-Troitsk should read Novo-Troitskove.

25X1

25 YEAR RE-REVIEW

USAF review completed.

CONFIDENTIAL

STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	FBI	#	AEC							
-------	----	------	----	------	----	-----	----	-----	---	-----	--	--	--	--	--	--	--

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

25X1

25X1

REPORT

25X1

**COUNTRY** USSR (Kirghiz SSR)  
**SUBJECT** Urban Area of Frunze

**DATE DISTR.** 18 June 1954**NO. OF PAGES** 10**DATE OF INFORMATION****REFERENCES:**

25X1

**PLACE ACQUIRED****THIS IS UNEVALUATED INFORMATION**

25X1

General Information:

1. According to the last census (1937) Frunze had 70,000 population;

25X1

increase to industrial expansion. Population was 70% Russian, 30% Khirghizian natives, some Chinese. There was much construction of roads and buildings after World War II. Most homes had electricity; only large, state owned buildings had water taps. Most private homes had to procure water from street pumps. There were always many soldiers in streets; including border troops (Pogranichniki who wore green shoulder boards) and pilot cadets. There were many police in town.

25X1

Civilians did not receive air raid training. Most of the new construction was in the northern and southern areas of the city. The central part of city was undergoing modernization.

Identification Data and Points of Interest:

2. The following were located in Frunze [Encl. # 17]

Pt. 1. Railroad, single track, Russian standard gauge, constructed c. 1922. The line was served mostly by old-type steam engines. Railroad ties were spaced one half meter apart. The main freight brought into Frunze was: construction material, coal, oil, machines (tractors, automobiles, excavators), lumber, pig iron, lead, cement, and scrap iron. The main freight shipped out

**CONFIDENTIAL**

25 YEAR RE-REVIEW

CONFIDENTIAL

- 2 -

25X1

of Frunze was: agricultural machinery (threshers, reapers, mowers), food refrigerators, grain, and scrap metal i.e. discarded 7.62 mm. cartridge shells.

25X1

these cartridge shells were rejects from Military Plant #60. Pt. 28 since all shells had the number 60 stamped on them. Shells were shipped on flatcars. Most freight was loaded and unloaded at railroad yard. Pt. 3. One large cargo train consisting of 40-50 flatcars, boxcars, and fuel-tank cars, entered and left Frunze every day; shorter freight trains, 15-20 cars, entered and left the city 20-25 times per day in both directions. Passenger train (Frunze-Moscow) left Frunze station Pt. 10 twice a week. Passenger train (Frunze-Dzhalal Abad N 40-54, E 73-00) left three times a week. Passenger trains to Lugovoye N 42-55, E 72-43 left daily. Lines were constantly plagued with people "riding the rails". Source was sure this was the only railroad in Frunze Area.

25X1

Pt. 2. Railroad Repair Shop: Encl. # 2; the area of the repair shop was 300 x 100 m. it was unguarded and unfenced.

A. Repair shop, 100 x 40 x 15 m., brick, curved sheet iron roof, five meter window panels along sides. Engines and rolling stock were repaired. Two track spurs led into the building from the east.

B. Three buildings, 10 x 5 x 5 m. each; brick; unidentified.

C. Two track spurs.

Pt. 3. Marshaling yard; approximately 25 tracks. Most Frunze freight was loaded and unloaded at this yard. Loading and unloading was done from car-level ramps and platforms. Pilferage of goods and coal was widespread.

Pt. 4. Pishpek passenger station Encl. # 3: Station was single story, brick 200 x 30 m.; it contained ticket office (unrestricted purchase for any destination), railroad control office, second class restaurant. (Passengers were not checked for documentation when on trains.)

Pt. 5. Agricultural machinery plant area (Selkhoz-Zavod); contained four buildings, each approximately 40 x 20 x 7 m. Source never entered area; he observed reapers, mowers, planters from a distance. He estimated the labor force to be 300 employees, working three shifts starting (0600-1400-2200). The average lathe worker earned 800 rubles per month.

Pt. 6. Grain storage area Encl. # 4 fenced; contained two grain silos.

Pt. 7. Meat processing plant. Encl. # 5 it was second largest in USSR. He had no further details.

25X1

Pt. 8. Komsomolskaya Street, 40 m. wide, sidewalks two meters wide; park in center. Street was being asphalted in 1951.

Pt. 9. Panfilov Park: area, 1,000 x 800 m. contained tall shade trees; surrounded by iron fence. Encl. # 6

25X1

25X1

CONFIDENTIAL

CONFIDENTIAL

- 3 -

25X1

Pt. 10. Frunze Fighter Aircraft Pilot School /Encl. # 57.

25X1

several  
single-storied, white-stuccoed, barrack-type buildings.  
400 pilot-students attended this school.  
The average age of the students was 20 years. At this  
school a student received theoretical training during the  
winter. During the summer, students went to an airfield  
40 km. northeast of Frunze for flight training.

25X1

many pilot-students in the streets of Frunze.  
knew that many broke restrictions by climbing over the  
school fence. Discipline was judged poor by infantry  
standards Courses  
lasted three years: first year, theoretical training;  
second year, students began flying activity; third  
year, students graduated as officer-pilots.

25X1

Pt. 11. Textile Factory.

25X1

The building had only one story, was made of brick,  
had a sheet iron roof, measured 30 x 15 x 8 m. Mostly  
female employees in three shifts worked around the clock.  
Factory produced textiles for army; it was called VLKSM  
(Vsyeyozhnyi Leninskiy Komsomolskiy Soyuz - All - Union  
Lenin Communist Youth League).

Pt. 12. Area under construction; enclosed by wire fence. In  
1951 four or five story buildings being  
constructed.

25X1

Pt. 13. Leninskaya Street, cobblestone, 40 m. wide, tree lined,  
sidewalks two meters wide; flanked by dwellings most  
of which were single story with tile roofs.

Pt. 14. Stalin Street; 40 m. wide, sidewalks three meters wide;  
tree lined; part cobblestone, part asphalt. This street  
had only moderate truck and passenger car traffic. It  
was one of the main streets in Frunze.

Pt. 15. Movie Theatre, called Alattoo (famous mountain in  
Kirghizian SSR). Facade of theatre was 75 m., semi-  
circular, colonnaded. Building was made of stuccoed  
(multi-colored) brick; it had flat roof.

Pt. 16. Bridge; spanned Alamedin river /Pt. 17/ simple span,  
log construction; 50-60 m. long, 15-20 m. wide; two meters  
high iron railings on both sides; two meters walk on  
left side. The capacity of the bridge was 20 tons.

Pt. 17. Alamedin River; very shallow, moderate current, flowed  
north, 40 m. wide during spring thaws.

Pt. 18. Area of Lebedinovka /Lebedinka on map/; mostly agri-  
cultural.

Pt. 19. Bus terminal. Dispatch point for taxis and buses to  
various local and more distant points. The building  
was 20 x 10 x 7 m.; single story, white stuccoed brick.  
Nearby was a spacious parking area from which taxis were  
dispatched.

Pt. 20. Road; paved, eight to ten meters wide; led to Hemp-Jute  
Factory /Pt. 21/.

CONFIDENTIAL

CONFIDENTIAL

- 4 -

25X1

Pt. 21. Hemp-Jute Factory (Pyenko-Dzhootovaya Fabrika);  
 [redacted] It included  
 one large building, 100 x 40 x 15 m., three or  
 four stories, brick, plus other smaller buildings.  
 The area was fenced. The factory processed jute,  
 Hemp for ropes, string, cloth.

25X1

Pt. 22. Sovetskaya Street; one of the town's main streets,  
 asphalted, 40 m. wide, tree lined sidewalks two meters  
 wide.

Pt. 23. Dzerzhinskaya Street, 80 m. wide, (including a 50 m.  
 wide park in the center of the street); paved. Park  
 had many cafes and restaurants. The sidewalks were  
 two meters.

Pt. 24. Frunze Railroad Station; main passenger station;  
 three story building, 110 x 40 x 20 m.; gray stone  
 and concrete; contained waiting rooms, restaurants,  
 and administration of railroad guards.

Pt. 25. Auto-Highway Technical School (Avto-Dorozhnyi Tekhnikum);  
 school for road construction, highway customs control  
 police (checking overloading, proper manifesting of  
 goods); the main building was 50 x 25 x 10 m. two  
 stories. There were other smaller buildings [redacted]

25X1

[redacted] There was a small auto park.

Pt. 26. Medicinal Plant Trust (Lyekras-Tryest), consisted of  
 two buildings: administration building 25 x 10 x 7-8 m.,  
 brick single story, sheet-iron roof, and an apartment  
 building for plant workers, 35 x 15 x 10 m., brick,  
 sheet-iron roof. Administration regulated production  
 of opium (it possibly also processed opium [redacted]  
 [redacted] poppy buds being dried on screens in plant area).  
 Poppies were brought in from outlying districts of  
 Frunze. Administration also controlled ephedrine (efedra)  
 production. Ephedrine was processed and packed in  
 [redacted] Kalininskoye. [redacted] on the  
 tin package labels that ephedrine was exported from  
 Kalininskoye [redacted]

25X1

25X1

25X1

Pt. 27. Lev Tolstoy Street; 17 m. wide, paved, little traffic  
 traveled on this street.

Pt. 28. Military plant #60 (Voyenniy Zavod); two story, 10 m.  
 tall; it had many windows facing railroad. Produced  
 7.62 mm. shells for machine guns and rifles. [redacted]

25X1

The plant extended approximately one kilometer along  
 railroad /Pt. 17/. Railroad side of plant had a three or  
 four meters high stone fence; 30 m. outside of this  
 fence was a barbed wire fence. Armed MVD guards (Shoulder  
 boards: red BGD, blue piping) patrolled between the  
 fences. The employees of the plant worked three shifts.  
 [redacted] estimated labor force at a total 2,000. While  
 traveling on railroad /Pt. 17/, [redacted] pro-  
 longed bursts of automatic firing, [redacted]  
 cartridge testing. Cartridges had the number 60 stamped  
 on face.

25X1

Pt. 29. Ladvinyenka Street, cobblestone, 15-20 m. wide, side-  
 walks two meters wide. The city jail was located on  
 this street. It had little traffic.

CONFIDENTIAL

CONFIDENTIAL

- 5 -

25X1

- Pt. 30. Sugar beet storage and loading site. Beets were collected from local kolkhozy and transported on railroad ~~/Pt. 17~~ to Kant ~~/N 42-52, E 74-52/~~ and Novo-Troitsk ~~/N 42-53, E 74-22/~~ for processing.
- Pt. 31. Hippodrome; facilities for horse racing; two meter high baked clay fence surrounded the race track.
- Pt. 32. Storage tanks for liquid fuel (Benzine or naphtha); three cylindrical tanks, each four meters in diameter, and six meters high.

## Enclosures

1. ☐ Sketch of Frunze. 25X1
2. (Point 2, Encl. 1) ☐ Sketch of Railroad Repair Shop, Frunze.
3. (Point 4, Encl. 1) ☐ Sketch of Pishpek Passenger Station. 25X1
4. (Point 6, Encl. 1) ☐ Sketch of Grain Silos as seen from Pishpek Station (Point 4, Encl. 1).
5. (Point 10, Encl. 1) ☐ Sketch of Frunze Fighter Aircraft School. 25X1

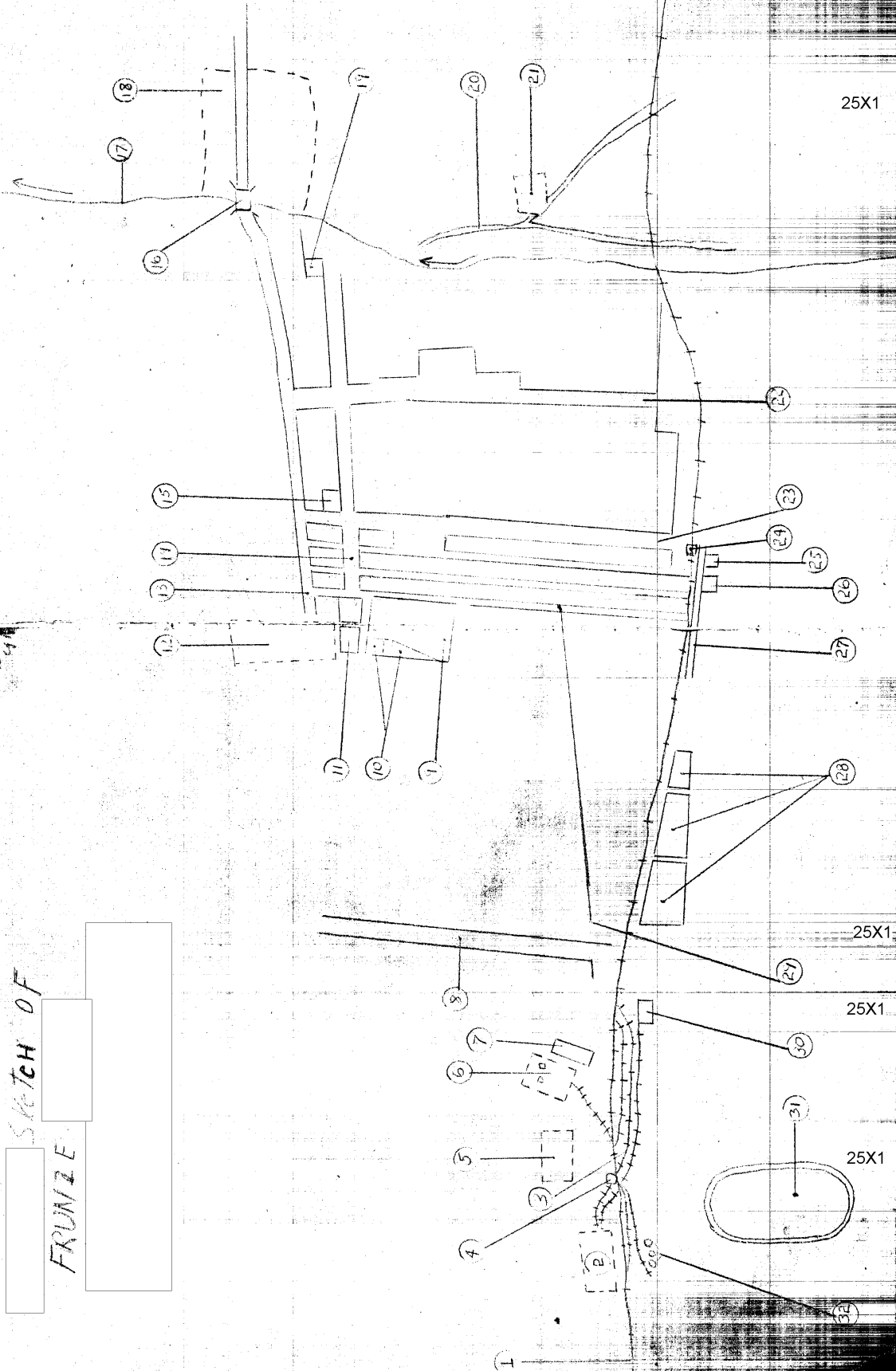
CONFIDENTIAL

Page 6 of 10 pages

INCLOSURE #1

SKETCH OF

FRUNZE



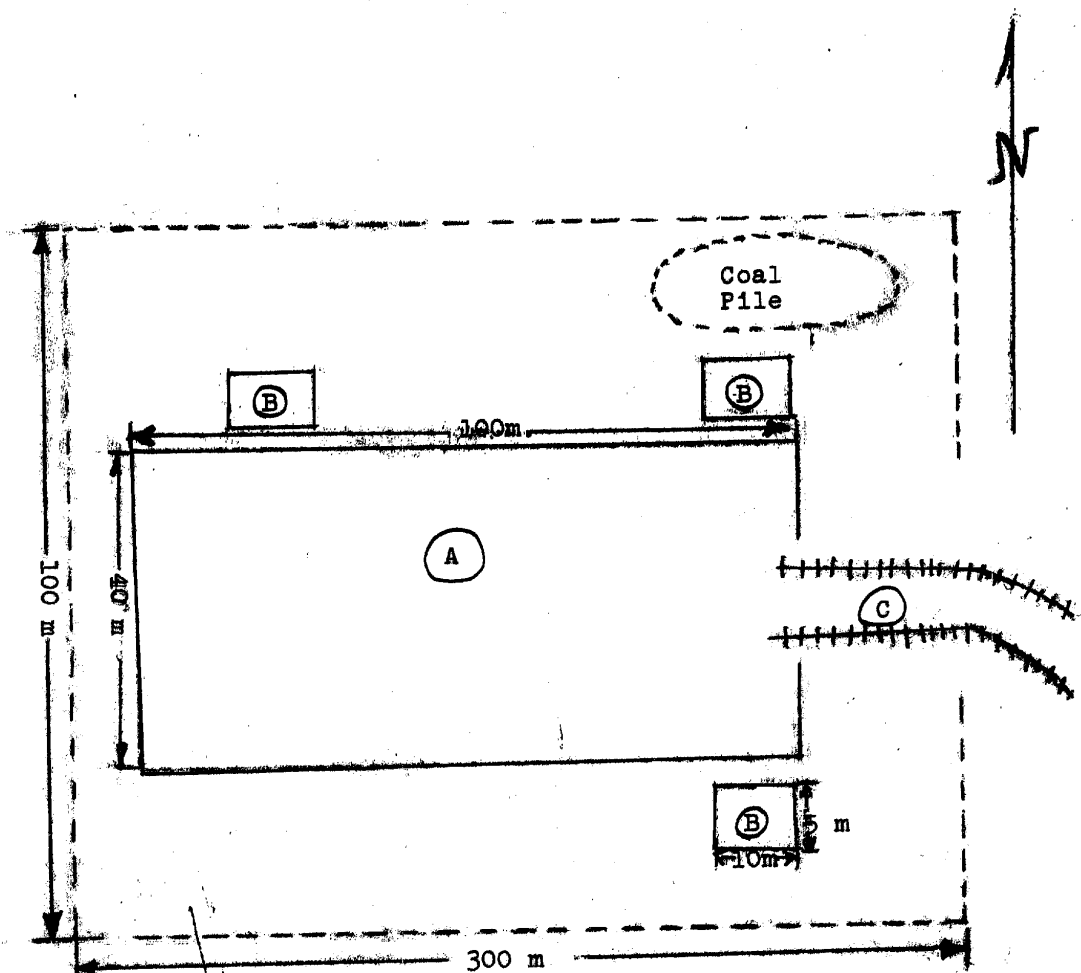
CONFIDENTIAL

- 7 -

25X1

Enclosure No. 2. (Point 2, Encl. 1)  Sketch of Railroad  
Repair Shop, Frunze.

25X1



CONFIDENTIAL



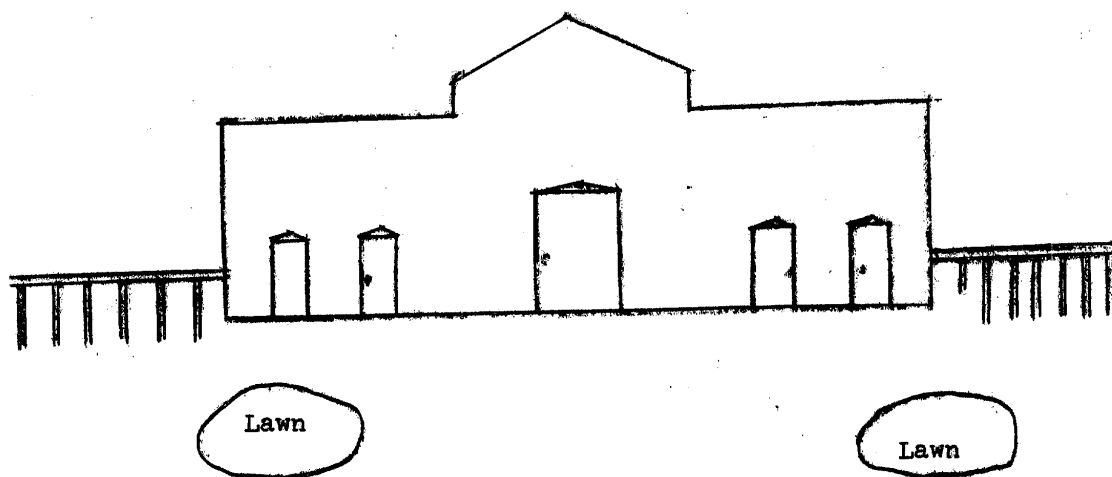
CONFIDENTIAL

- 8 -

25X1

Enclosure No. 3. (Point 4, Encl. 1  Sketch of Pishpek  
Passenger Station.

25X1



CONFIDENTIAL

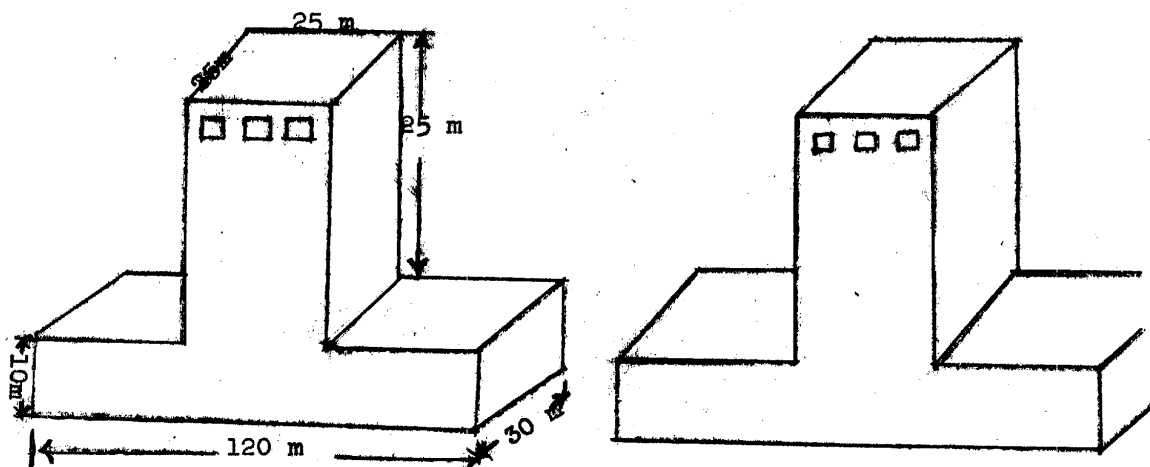
CONFIDENTIAL

- 9 -

25X1

- Enclosure No. 4. (Point 6, Encl. 1)  Sketch of Grain Silos as seen from Pishpek Station. (Point 4, Encl. 1)

25X1



35 m. high concrete

CONFIDENTIAL

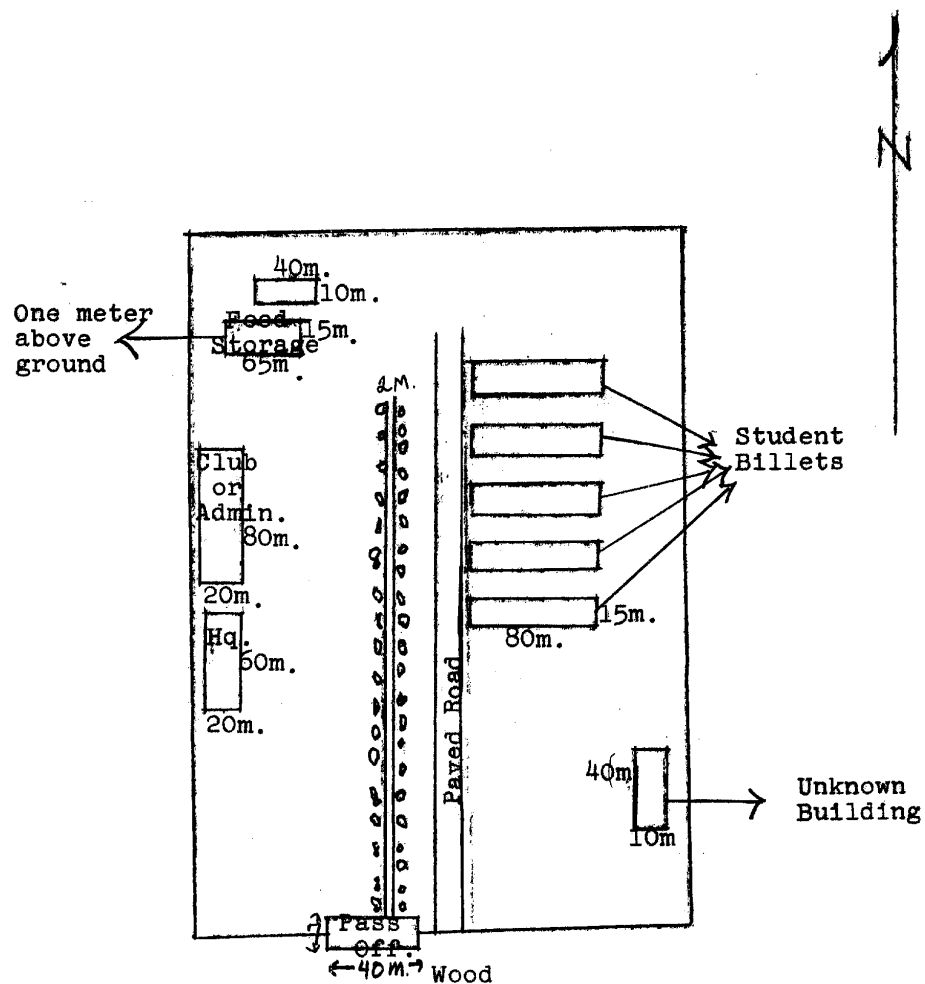
CONFIDENTIAL

- 10 -

25X1

Enclosure No. 5 (Point 10, Encl. 1) Sketch of Frunze  
Fighter Aircraft School

25X1



CONFIDENTIAL